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REPORT

CD NO.

Hungary

Sarmellek Airfield

DATE DIS'D. 4 APR 1957

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SUPPLEMENT TO
REPORT NO.

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1. Prior to August 1956, Carmellek airfield was occupied by a fighter regiment [redacted] which was subordinate to the 25th Ftr Div of Gasser [redacted]. The following belonged to the divisional headquarters:

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Divisional commander:	Major Béla Voercecsarti
Deputy:	Major Béla Komáromi
so-called flight leader:	Major János Jugovits
Commanding officer of headquarters:	Captain István Schmidt
Polit Officer:	Captain János Berge
Signal Chief:	Major Gyimesi

The commander's squadron of the Div Hq consisted of 4 aircraft of an unknown type and 2 Yak-12s as courier planes.

The following were also subordinate to the Div Ho:

1. fighter regiment in Taszar
1. fighter regiment in Taszar
1. air technical battalion in Sarnelle
1. air technical battalion in Taszar

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The fighter division was directly subordinate to the command of the Hungarian Air Force in Budapest which was located at 5-7 Budaon utca in Budapest, which in turn was subordinate to the OLLER (Hq of Air Force and Air Defense), commanding officer of which was General Major János Hazai stationed in the Felsenzentrale (rock central) in Budapest. The following officers of the Hq of the Air Force were known:

Commanding officer:	Colonel Nador (fau)
Deputy:	Lieutenant Colonel Szijj (fau)
Air Force Main Engineer:	Major János Kaufmann
Deputy:	Major János Viesek
Air Force Armament Engineer:	Major Babesi (fau)

2. Organization of the fighter regiments in Sammelok:

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[illegible]

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CLASSIFICATION

COUNTRY

Hungary

REPORT

SUBJECT

Sarmellek Airfield

DATE OF REPORT

1 March 1957

PLACE ACQUIRED

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DATE OF INFO

LAST REPORT ON SUBJECT
(If applicable)

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ANNEXES

1 - sketch, with
legend on ditto

1. Prior to August 1956, Sarmellek airfield was occupied by a fighter regiment [redacted] which was subordinate to the 25th Ftr Div in Taszar [redacted]. The following belonged to the divisional headquarters:

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Divisional commander:	Major Bela Voerocsmart1
Deputy:	Major Bela Komaroni
so-called flight leader:	Major Janos Jugovits
Commanding officer of headquarters:	Captain Istvan Schmidt
Polit Officer:	Captain Janos Berge
Signal Chief:	Major Gyinesi

The commander's squadron of the Div Hq consisted 4 aircraft of an unknown type and 2 Yak-12s as courier planes.

The following were also subordinate to the Div Hq:

- 1 fighter regiment in Taszar [redacted]
- 1 fighter regiment in Taszar [redacted]
- 1 air technical battalion in Sarmellek [redacted]
- 1 air technical battalion in Taszar [redacted]

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The fighter division was directly subordinate to the command of the Hungarian Air Force in Budapest which was located at 5-7 Balaton utca in Budapest which in turn was subordinate to the OLLEP (Hq of Air Force and AirDefense), commanding officer of which was General Major Jeno Hazai stationed in the Felsenzenztrale (rock central) in Budapest. The following officers of the Hq of the Air Force were known:

Commanding officer:	Colonel Nador (fau)
Deputy:	Lieutenant Colonel Szijj (fau)
Air Force Main Engineer:	Major Janos Kaufmann
Deputy:	Major Janos Vicsek
Air Force Armament Engineer:	Major Bebesi (fau)

2. Organization of the fighter regiments in Sarmellek:

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Regimental headquarters:

Commanding officer:	Captain Ferenc Gal
Deputy:	Captain Ferenc Horvath
Captain at Hq:	Captain Laszlo Kassai
Deputy:	Captain E. noe Kiss

Three companies, each of which was organized as follows:

Company Commander
 Deputy, at the same time Polit Officer
 Observation Post Officer
 Engineering Officer
 1 Technician
 1 Armament technician
 6 Pilots
 1 Aircraft chief mechanic
 4 Aircraft mechanics
 4 Aircraft auxiliary mechanics
 1 Armorer artificer
 3 Armorer artificer assistants
 1 Radio mechanic
 3 Radio mechanic assistants. 1

One Searchlight Company:

Strength and equipment unknown.

3. The fighter regiment was equipped with the following aircraft:

8 MiG-15 BIZ
 28 MiG-15s
 3 UMiG-15s
 2 Yak-11s
 2 Yak-18s.

The MiG-15 BIZ differs from the MiG-15 by being equipped with a VHF-radio set, a larger diving brake and that it can carry two 300-liter slip tanks instead of two 250-liter auxiliary fuel tanks.

The MiG-17 is 1 meter longer than the MiG-15, is equipped with diving brakes which are three times as large as the brakes of the MiG-15, the wing surface is 2 square meters larger and it can carry two 450-liter slip tanks. In addition, the MiG-17 is equipped with a VHF-radio set and a search radar set, 3 23-mm caliber Soviet NR-type aircraft cannons, a target camera and 1 searchlight.

The following speed differences are known:

Take-off speed	MiG-15:	170 to 175 km/h
" "	MiG-17:	220 to 250 "
Landing speed	MiG-15:	210 to 230 "
" "	MiG-17:	250 to 350 "
Cruising speed	MiG-15:	900 to 950 "
" "	MiG-17:	900 to 950 "
Maximum speed	MiG-15:	1,000 to 1,050 "
" "	MiG-17:	1,300 to 1,350 "

Maximum speed can only be reached by use of after burner.

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4. Sarmellek airfield was located directly west of the Keszthely - Nagykanisza road, directly north of Zalavar and was bordered on the west by the Zalavar - Szentgyoergyvar road. Toward the north of the airfield the landingfield changed into arable land without any visible borders; a small forest was located at the northeastern portion of the landing field. In north-southern direction, the airfield area had a length of about 3,400 meters and a width of about 1,500 meters in the east-western direction with no flight obstacles. The landing field measured 2,500 meters in north-southern direction and 900 meters in east-western direction and had a grass-covered ground which was soaked by rainfall due to lack of any drainage. A concrete runway with a concrete cover of 30 cm, a length of about 2,400 m and a width of 60 m ran from north to south and formed the longitudinal axis for the airfield. A taxiway, about 150 meters wide, extended east of and parallel to the runway with which it was connected by 5 concreted cross lanes. Billets including 3 buildings, one of which south of the entrance, were located at the eastern side of the airfield, north of the entrance and on the Keszthely - Kiskonarom road. A 6-meter long and 25-meter wide hangar, in the northern portion of which a repair shop for minor repairs had been installed, was located north of the airfield. A railroad track branching off from Sarmellek railroad station, the west side of which was a subterranean fuel depot with 5 tanks holding 1,200, 450, 100 and 50 cubic meters respectively, led to the northern portion of the airfield. The fuel depot was filled by means of railroad tank cars while aircraft were refueled by means of tank trucks, about 20 of which were available including Capel-type trucks with 2,000 liter capacity and ZIS-type trucks with a 4,000 liter capacity. The airfield had run- and taxiway lighting but no boundary lighting. A searchlight was installed at the northern and southern ends of the runway, however. Radio and radar equipment, both in operation since 1954, located in the flight control building at the eastern edge and the middle of the taxiway. There were wire connections to the OLLEP in Budapest as well as to the Ftr Div in Taszar. The signal center of the airfield with telephone exchange and telecommunication equipment was located in the flight control building. The airfield was surrounded on all sides by a barbed wire fence. Twenty-four hour guard was maintained at the entrance to the airfield, at the fuel depot, motor vehicle hangars east of the flight control building, spare parts depot, at the run- and taxiways, at the parking areas south of the flight control building and at the alert unit north of the runway. During air activity in bad weather, the alert unit was assisted by 3 additional searchlights mounted on trucks. Two batteries each with six 37-mm guns, made available by the Inf Div from Keszthely, were employed for AAA protection only during the summer. With the exception of camouflage nets for each aircraft in case of emergency, no camouflage measures could be observed.

5. One Fighter division with 1 fighter regiment stationed at Kalocsa airfield was stationed at Kecskemet airfield; 1 fighter school was located at Kumadaras airfield; 1 fighter school in Kiskunlachaza; 1 GA division in Tapolca, one unit of which was stationed in Boergoend and 1 unit in Szekesfehervar-Sosto.

1. Comment: In flying units of the Hungarian Air Force, squadrons were obviously called companies. The above-mentioned personnel, pilots and technicians, presumably belonged to a flight and not to a squadron.

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2. [REDACTED] Comment. [REDACTED] the GA division has been dissolved and aircraft scrapped. The three regiments of the Ftr Div Kecskemet are believed to be stationed in Kecskemet, Kaloosa and Kiskunlachaza. For sketch of airfield, see Annex.

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Annex

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Sarmellek Airfield

Legend:

- 1 - Houses of Zalavar
- 2 - Motor vehicle hangar
- 3 - Target range for test fire of aircraft weapons
- 4 - Runway, length 2,400 m, width 60 m, concrete cover 30 to 35 cm
- 5 - Concrete connecting areas between run- and taxiways
- 6 - Taxiway, length 2,400 m, width 15 m, concrete cover 30 to 35 cm
- 7 - Concrete areas for the clearing of aircraft
- 8 - " " " " " " "
- 9 - Revetments
- 10 - Bridge crossing the Sarmellek - Kiskomárom road
- 11 - Parking and dispersal areas
- 12 - Path
- 13 - Billets for unmarried officers
- 14 - Bath
- 15 - Motor vehicle hangar
- 16 - Two-story flight control building with tower, size 30 x 20 m
- 17 - Concrete road
- 18 - Infirmary
- 19 - Command building
- 20 - Old messhall
- 21 - New messhall
- 22 - Technical depot, 40 x 15 meters
- 23 - Battery and air filling station
- 24 - Loading ramp
- 25 - Personnel billets, two-storied, each 50 x 20 meters
- 26 - Craftsman building (shoemaker and dressmaker)

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Legend continued:

- 27 - Transformer house
- 28 - Feeder track
- 29 - Fuel depot
- 30 - Old cemetery
- 31 - Headquarters building
- 32 - Repair base, 60 x 25 meters
- 33 - Billets for personnel of the alert unit
- 34 - Filter plant
- 35 - Billets for unmarried officers
- 36 - Parking area for alert unit

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